

Ship Board Lax in Use Of Concrete

Forbids Private Efforts,
but Fails to Push
Work Itself

Stability Proven;
Material Plentiful

Builders Say New Method
Encroaches Little on
Steel Supply

(Special Dispatch to The Tribune)

WASHINGTON, June 23.—Shipping Board apologists say there is no mystery about its attitude toward concrete ships—that in forbidding private construction the board is simply extending to concrete ships the policy already adopted toward wood and steel, the motive being to centralize control of the whole shipbuilding industry of America, so there shall be no waste motion or dissipation of energy, thus concentrating all the shipbuilding resources of the country on definitely planned war transport.

It is pointed out that even in concrete vessels large quantities of steel are consumed, and that, while it is entirely different in kind from that required in all-steel vessels, it nevertheless taps the total supply of steel available for vessel building. Of course, the engines and boilers also must come out of the country's capacity, and hence the central control of concrete building is as necessary as that of other ships.

Board Itself Lax

One hundred per cent adequacy can be credited to this explanation, but the fact remains that the Shipping Board, while discouraging the private building of concrete ships, is not taking up the work energetically itself. The limitations of lumber and timber seem to hold wooden ships down to 400 a year. Every shipyard in the country that is working on steel ships finds its output retarded by inability to get steel fast enough.

As to the steel rods, meshings, etc., required for ferro-concrete construction, they total only about a third as much in a concrete vessel as the steel in a steel ship. The concrete advocates say large supplies of this sort of steel are to be found all over the country, owing to the slackness of the building industry in recent years—enough to take care of many ships without trenching on current steel production.

The other materials required in making the hull of a concrete vessel—the ingredients of concrete—are abundant throughout the country and are widely distributed that little railway transportation is required to handle them for yards on the South Atlantic, Gulf and Pacific coasts in sections where there is no railway congestion.

Requires Less Labor

As for labor that needed for building concrete ships is chiefly of the unskilled class and therefore, does not draw greatly on other forms of shipbuilding, but will give the most useful and effective employment to the thousands of men experienced in concrete working who now are out of employment or who are not being economically used in other kinds of work. Another important consideration in this time of insufficient man-power is that it only requires one-tenth as many men to build a concrete ship of given size as a steel ship.

Friends of the concrete ship urge that these are all excellent reasons why the Shipping Board should give private builders a free hand if the board itself does not propose to fill the concrete field, because they indicate that such ships can be privately built without interfering in the slightest degree with the board's commendable efforts to mobilize and discipline all sources of ship supply.

In this way the country and the

world will get just as many more ships as private enterprise could build, undertake without restricting the production of other kinds of ships as planned by the board.

On the other hand, all these facts are equally good as arguments for the board to push concrete shipbuilding to the limit.

Builders Must Be "Shown"

The present policy is neither one thing nor the other nor both. It is admitted that if it can be proved that there is not engine and boiler capacity enough in the country to take care of the steel, wood and concrete ships already ordered, it would be bad policy to permit private builders to go ahead and make inroads on that supply. But on this point the concrete men say they will have to be shown. They repeat that there are engine plants that are without orders, and that a very little systematic adaptation of various kinds of shops and plants would greatly expand the power output of the country.

One thing is clear, however. A great new source of ships has been found, tested and proved, and we are not drawing on it in an important way, though we are tapping the previously known sources to the limit and cannot begin to draw from them as many ships as are urgently and immediately needed.

Non-Union Rail

Tugmen Strike
Over Wage Scale

The marine labor situation, quiet since the United States Shipping Board undertook the adjustment of the grievances of various classes of harbor and tidewater boatmen, became acute yesterday when unorganized employees on railroad tugs struck to obtain what they believed due them under the rulings of the railroad administration, and engineers on deep water ships prepared to force the reopening of the wage dispute, supposed to have been settled by award of the Shipping Board.

The strike of the railroad tug men was called off on the promise of the local wage adjustment board to take the matter up on Monday. The engineers' case was referred to an open meeting to be held Tuesday night. It is expected the Shipping Board will be asked to reconsider the matter or refer it to the National War Labor Board.

As explained by B. M. Squires, of the local wage adjustment board of the United States Shipping Board, the men's trouble is due to the fact that the wages which would have been paid the men under the terms of the railroad administration's rulings are appreciably higher than the wages paid under the Shipping Board scale.

"The railroad administration," he said, "in a recent wage award included the men employed by tugs owned by the railroad companies. Later, this order was revoked and the railroads instructed to pay the rates fixed for that class of work by the Shipping Board. Under the former order wages based on those prevailing in 1915 would have run from \$97.30 to \$107.15. The Shipping Board scale, under which they were paid, is \$85 and \$90. Naturally they want the higher scale."

Men on railroad tugs in the past have been higher paid than those on other boats. The marine engineers declare that the new wage scale, while it purports to reduce wages of many, while it increases in some cases as so small, in the words of Thomas L. Delahanty, as to be an insult.

The highest wages paid engineers under the old scale were \$225 to chief engineers on the largest boats. These, under the new ruling, are to get \$230. The lowest wages on the smallest boats were \$120 a month for third assistant engineers. On the smallest boats these now are rated at \$110 a month.

Slayer Sentenced to Die

Austin to Go to Chair Week of
August 6 for Murder of
Man and Daughter

CANANDAIGUA, N. Y., June 22.—A jury in the Supreme Court here this afternoon returned a verdict of guilty of murder in the first degree against Earl Austin, charged with the killing of McClellan Mosher and his daughter, Blanche, with an axe at Victor, N. Y., on the night of April 27.

Justice Robert F. Thompson sentenced him to be electrocuted in Sing Sing prison in the week of August 6. John C. May, Austin's attorney, announced he would appeal. Austin received the sentence without apparent concern.

849 New War Saving Societies Organized Here in Thrift Drive

Clubs Flourish, but Campaign to Secure 2,000,000 Pledged
Individual Stamp Purchasers Has Run Allotted
Time With Only 250,000 Enrolled

Though one-fourth of the time allotted for the enlistment of an army of two million New Yorkers as regular war savers had elapsed last night, complete reports showed that only one-eighth of this quota has been recruited. The campaigners, in their exuberance for the enrolling of only 250,000 pledges in two days, cited the weather, the half holiday on Saturday and the dramatic instinct of the city, which, they say, leads it to work slowly toward a sweeping patriotic climax.

That New Yorkers prefer to "save in bunches" by joining war savings societies was evidenced yesterday in the report of the formation of 849 new organizations, swelling the total now existing in the city to 3,206.

Pierre Jay, chairman of the board of directors of the Federal Reserve Bank of New York, in an appeal yesterday urged every one to enlist in war savings societies, recommending them as the best means of assuring perpetual financial aid to the government.

"In this war savings campaign," he said, in part, "President Wilson has urged that every one join a war savings society. The war savings societies stand for community saving. The psychology of the war savings society for the civilian is exactly the same as that of the regiment for the soldiers. An act of courage or self-sacrifice on the part of an individual soldier takes on the nature of the heroic, whereas the same acts done by the regiment as a whole are considered by them as merely in the line of duty."

Bankers, Jewish cantors, Red Cross workers and members of labor unions were added to the cosmopolitan array of war saving soldiers and recruiters yesterday. It was announced that sev-

enty-seven banks, with a working force of 8,024, have been enlisted in war savings societies. Among the banking institutions containing societies are included the Bryant Park Bank, Merchants' National Bank, Union Exchange Bank, New York Life Insurance and Trust Company, Fulton Trust Company, Irving Trust Company, United States Trust Company and Fidelity Trust Company.

The Cantors' Association of America, the official body of singers for Jewish synagogues, organized a war savings society yesterday. The Rev. Sol Blum is president.

In addition to pledging a substantial weekly purchase of stamps, the cantors will sing at war savings meetings on the East Side. The Federation of Oriental Jews have also formed a war savings society.

Limit subscriptions of \$1,000 worth of stamps were reported yesterday by the following labor organizations: Billposters' Union, No. 2; Carpenters' Union, No. 808; Dock and Pier Carpenters' Union, No. 1,456; Photo-Engravers' Union, No. 1; Typographical Union, No. 6; National Print Cutters' Union, No. 6; Franklin Union, No. 23; Web Pressmen, No. 25; Printing Pressmen, 51; Harbor Boatmen, 847; Bartenders' Union, No. 3; and Theatrical Stage Employees, No. 320.

The Longshoremen's Union, No. 935, formed itself into a war savings society, with 600 members, pledging themselves to purchase \$1 in stamps each month. The Independent Building Laborers' Union, of Long Island, organized a society with 500 members.

Fifty young women, who have been active in the Red Cross work among the Italians, will conduct a vigorous canvass during the rest of the drive throughout the Italian sections of the city.

U. S. Steel Chief

Says All Mills
Will Be Supplied
Training Course

He Tells Shipbuilders
There Need Be No Further
Structural Shortage

PHILADELPHIA, June 22.—"We are going to furnish all the steel that the fabricating plants require," said James A. Farrell, president of the United States Steel Corporation, at the conclusion of a day-long one of the most important steel meetings affecting the shipbuilding industry of the nation ever held in the United States.

"They will get all the steel they want. Whatever difficulties or delays have been encountered in the past are smoothed out now and steel soon will begin to arrive in satisfactory quantities to everybody concerned. Everything is in good shape."

"Mr. Pitz will tell about the significance of our presence here and what was accomplished at the meeting. I do not care to talk further on this subject except to say that I am optimistic and that the shipyard managements need not worry about shortages. We will do our part, and I feel that the fabricating plants will do their share."

"We launch our first steel vessel at the Federal shipyard on the Hackensack River, near Jersey City, on Wednesday, and invitations have been sent to the officials of the United States Shipping Board and to the Emergency Fleet to attend."

This plant, which is owned by the Steel Corporation, of which Mr. Farrell is the head, was started last August and consists of ten ways already completed and a systematic disposition of the steel after it left the mills a committee was appointed to devise the methods to be adopted in shipping the raw material to the yards of the country.

This committee consists of Admiral Bowles, representing the fabricating plants; J. L. Replogle, representing the War Industries Board; J. B. Mather, president of the Carnegie Steel Company, representing the Iron and Steel Institute, and M. F. Brown, in charge of the steel department of the supply division of the Emergency Fleet Organization.

It will hold meetings in this city and report to Charles Pitz, vice-president of the Fleet body, to-morrow.

Hoover Aids Dog as
Food Conservator

Has Embargo Against Fox-
chickens Lifting to Save
Chickens

A sleek American foxhound has been especially appointed by United States Food Administrator Hoover as food conservator at a Yorktown Heights, N. Y., farm, to forestall incursions of obviously pro-German foxes who had cut into the tentative food supply of New York City to the extent of fifty chickens.

Mrs. F. F. W. Cary owns the farm, while John Sweeney nurtures the fowls from chickhood to marketing. After a recent drive by the foxes Sweeney communicated with John W. Dearth, of Zanesville, Ohio. Dearth agreed to dispatch his fastest hound to Yorktown for \$10, f. o. b., Zanesville.

The express companies refused to take the hound, however, and Sweeney, just after another successful fox-hunt, petitioned Mr. Hoover to use his influence to obtain the hound's transit, as trafficking in hounds seemed not according to the railroad rules. Mr. Hoover notified the local Federal Food Board and the matter was placed in the hands of Cyrus C. Miller, director of transportation and distribution. He in turn appealed to Nat Duke, district manager of the food administration, and through the latter the embargo on hounds was lifted temporarily to allow the fastest of Zanesville's hounds to slip through to Yorktown.

Commission Asked to Cut
New York-Newark Fare

WASHINGTON, June 22.—Officials and representatives of commercial interests of New York and Jersey City today asked the Interstate Commerce Commission to reduce the new passenger fare of 27 cents between New York and Newark over the Hudson and Manhattan and the Pennsylvania, and that the 5-cent fare between New York and Jersey City over the Hudson and Manhattan should not be raised.

Zionists Convene To-morrow to Plan Holy Land State

Pittsburgh Convention Ex-
pected to Prove an Epoch
in Jewish History

Dr. Wise to Speak
Full Palestine Programme To
Be Passed Upon in Four-
Day Session

(Special Dispatch to The Tribune)

PITTSBURGH, June 22.—Large delegations from New York and many other cities are arriving here to attend the twenty-first convention of the Zionist Organization of America, which will open here in Soldiers' and Sailors' Memorial Hall to-morrow afternoon. The sessions will continue until Thursday, and it is believed they will be epoch making in Jewish affairs.

The purpose of this convention is to outline plans for the development of the national Jewish homeland in Palestine, made possible by the British, French, Italian and Greek declarations in favor of the project. It marks the successful culmination of twenty years of constant agitation, in the face of most disheartening obstacles, including the opposition of many Jews throughout the world, and the growth of the movement from the dream of a handful of idealists to a political programme, reckoned with by the great powers of the world, and made a part of the war aims of the Entente Powers.

The Zionists have the official declarations of the European Allies on which to base the solid foundations of the homeland.

Important preliminary steps, including the establishment in Jerusalem of an administrative commission, authorized by Great Britain, already have been taken. They point to the declaration of Theodor Herzl, that one of America's war aims is the security of each of the small nationalities, as a guarantee that the peace congress will recognize the legitimacy of their aspiration.

An Ideal Commonwealth

When Theodore Herzl, founder of the present political Zionist movement, outlined his project in his famous pamphlet, "A Jewish State," he spoke of Palestine as a "model state"—as one where the best forms of existing government would be eclipsed, and the Jews, still enduring many wrongs, would be entirely eliminated. He looked forward to a commonwealth where the class conflict would have no place; where there would be no exploitation of the many by the few, where the gross inequalities of taxation would not be permitted, and where social justice would be more than a phrase.

"This ideal has been kept in the forefront by the Zionists during the two decades of agitation, and now that their dream approaches fulfillment, their slogan is 'Palestine must be a model state dreamed of by Herzl.'"

The opposition to Zionism has disappeared almost in its entirety. Every class of the Jewish people, in every land, are fast approaching unanimity on the subject. The extreme orthodox and the radical reform religious wings are drawing closer together. The proletariat and the bourgeoisie among the Jews stand on one platform, so far as Palestine is concerned.

Backed by Labor Unions

Within the last month the great Jewish labor unions, with but few exceptions, following the lead of the Socialist International, the British Labor party and the American Federation of Labor, have adopted resolutions favoring the establishment of the Jewish Homeland. The great Jewish fraternal orders have all placed themselves on record in support of the movement.

The greatest interest will develop on Monday and Tuesday evenings, June 24 and 25, when the delegates, representing the different Zionist groups within the movement, will gather in the conference to discuss the vital questions concerning Palestine.

The Monday evening session will be presided over by Dr. Stephen S. Wise, chairman of the Provisional Zionist committee; Jacob de Haas, secretary of the same committee, will present the Palestine programme as a whole. Professor Felix Frankfurter, administrator of United States War Labor Activities, will offer a paper on the political and legal foundations of the Jewish state; Dr. N. L. Stone, Federal statistician, will discuss the economic foundations of the Jewish state.

Mrs. Fels to Speak

The Tuesday evening session will continue the discussion of the Palestine programme. Mrs. Joseph Fels, single tax leader, will deal with the land question. Professor Horace Kallen will discuss the nationalization of land, natural resources and public utilities; Bernard A. Rosenblatt, of New York, will present a plan for land value taxation and Jewish labor in Palestine. Education will be handled by the secular and religious aspects. Dr. Shmarya Levine will discuss the Hebrew university, which is to be located on the Mount of Olives, and Rabbi Meyer Berlin, leader of the Mizrahi, the orthodox wing of the Zionist organizations, will present the question of religious education.

The opening session will be presided over by Dr. Harry Friedenwald, president of the Federation of American Zionists, at which Judge Julian W. Mack, of the United States Circuit Court of Appeals, will present a resolution defining the pro-American and pro-Jewish loyalty of the Zionists, which will be seconded by Dr. Stephen S. Wise.

On Sunday evening there will be a mass meeting, at which the speakers will employ only the classic Hebrew language, the language of the Bible and the language of the Mishna, the Jewish law, and the future of Palestine. Reuben Brainin will preside and Dr. Shmarya Levine and Dr. Ben Zion Mossinson will be the orators.

Included in Monday morning's programme, which provides for group sessions, will be the sub-convention of Hadassah, the women's Zionist organization, which has just dispatched a medical unit of forty-three physicians, nurses, sanitarians, social workers and administrators to Palestine; a conference on the Jewish Legion, led by Major Brodman White, of the British Canadian recruiting mission, and a conference on the new plan of organization for the movement in America.

Tuesday's sessions will deal with reports of the management of the various Zionist periodicals and of the department heads, particularly the department of organization and propaganda. The National Fund Bureau will report

at this session. Hadassah will conclude its sub-convention on Wednesday, when the budget and new constitution will be adopted. This will be followed by nomination and election of officers.

On Wednesday evening there will be a great demonstration at the Syrian Mosque, addressed by all the leading Zionist orators. On Thursday, after the announcement of the result of the election, the convention will adjourn.

Four Held for Theft
Of Meat From U. S.

Arthur Ames, William F. Keefe, James A. Flynn and George Burke, meat dealers of the East Side and alleged leaders in a conspiracy that resulted in the theft of tons of meat consigned to the United States army in France, were arraigned before United States Commissioner Hitchcock yesterday and held in \$10,000 bail each for a hearing next week.

Eighteen men are now in custody, charged with having taken part in the conspiracy. They are government checkers, truckmen and small retail butchers on the East Side who handled the stolen beef.

E. Paul Yaselli, Assistant United States Attorney, who has been conducting an investigation into the thefts, said yesterday he was convinced the leaders of the plot were now in custody. The investigation revealed that at times whole truckloads of meat had been stolen from the checkers and loaded yards always arranged so the figures tallied with the government reports. The meat was then sold while being transported by the railroad to the government 23 cents a pound and was sold for 11 cents a pound to the feds.

The case will be presented to the Federal Grand Jury this week.

150 Fliers to Take
Part in Open-Air
Aviation Fete

Lawn Party on Schiff Estate
on July 6 to Raise Fund
for Camp Athletics

An aviation fete, followed by a ball, will be held on July 6. At least 150 American airmen are expected to attend the lawn party on the estate of Mortimer L. Schiff, at Oyster Bay, and the dance following. Many unusual features are being arranged. Mrs. Charles A. Van Rensselaer, of Oyster Bay, chairman of the National Aeronautic committee, now cooperating with the War Department Commission on Training Camp Activities, is in charge. The chairman of her entertainment committee is Mrs. Edward W. McKenna, of the Hotel Plaza.

Exhibitions and amusements of its many features. The entertainment is to raise funds to provide a h-l-e-tic equipment for the 160,000 airman training stations of the American army, for which \$32,000 will be needed early this summer. Another entertainment will be held later at Southampton.

At least twenty of the newest and best aircraft obtainable, including an Italian Caproni, will be exhibited and make frequent ascents. There also will be a vaudeville programme, aviation pictures taken from the French front, boxing matches, a palmist, and some of the prettiest girls of Long Island colonies will serve tea.

Parade To Be Limited
To 75,000 Marchers

Applications for Places in
Fourth of July Procession
Number 250,000

More than 250,000 persons are included in the applications to march in the Fourth of July parade in this city, but Henry MacDonald, director general of the Mayor's Committee on National Defence, who has charge of Arrangements for the parade, intends to limit the number of marchers to 75,000.

The navy section of the parade will be the largest. Its division will be led by a company travelling wireless outfit. There will come float depicting a miniature warship in the course of construction. The ordnance department will exhibit several guns of the type mounted on merchantmen and troop ships, and will demonstrate loading and firing.

Pelham Bay Training Station is building a series of floats which will show from start to finish how an island youth is turned into a man-of-war's man. Each of the floats will be preceded by recruiting officers on a truck, which will be halted at every crossing to enlist recruits.

One float will carry a miniature warship fifty feet long, and others will show various types of torpedoes, speed boats, planes, bombing planes and a dirigible.

Other sections of the parade will include Red Cross nurses and prospective sailors, soldiers and marines who enlist on July 4. Just ahead of the newly enlisted men will march two Irish women and two women of the Jewish faith, each of whom has six sons in the United States military service. The parade is to start from Washington Square at 9 a. m.

Hibernians Condemn
"Misguided" Agitation

N. Y. County Board Deplores
Actions Favoring "Enemies
of Civilization"

Resolutions adopted by the New York County Board of the Ancient Order of Hibernians, condemning "a small, noisy coterie of professional Irishmen who have fattened on the wrongs of Ireland" for having "brought disgrace and odium upon the Irish race," were made public here last night.

In pledging themselves to aid the United States in bringing this coterie to "its proper and well-merited retribution," members of the organization in their resolutions asserted that, while sympathizing with the aspirations of their kin overseas, they "pitied for their blindness and condemned for their assiduity and selfishness those of our blood who are apparently blind to the significance of this war and seem to align themselves with the unprincipled and barbarous enemies of civilization."

Seattle Builders Turn Out
8,800-Ton Ship in 78 Days

WASHINGTON, June 22.—Completion of the 8,800-ton cargo ship *Wapaw* in seventy-eight days by the Skinner & Eddy Company, of Seattle, giving the company the honor of having turned out six of the fastest built vessels of the shipbuilding programme, was announced to-day by the Shipping Board.

Barnes to Testify For Government In O'Leary Trial

Federal Prosecutor Will
Tell United States Atti-
tude Toward Accused

Earl Barnes, Federal prosecutor, who is trying the case against John J. O'Leary, accused of aiding in the flight of his brother Jeremiah O'Leary, the Sinn Féin agitator, will be called as a government witness when the trial is continued to-morrow to testify as to the government's attitude toward Jeremiah O'Leary.

Mr. Barnes is anxious to testify concerning certain statements he is alleged to have made to Carl Whitney, an attorney in the office of Henry A. Wise, former counsel for Jeremiah O'Leary. These statements, according to testimony, were to the effect that as a friend Barnes warned Wise to withdraw as counsel for the defense because he knew certain things about the case of which Mr. Wise was ignorant.

Mr. Whitney will be called in rebuttal by the government, and after Mr. Barnes has examined him he will go on the stand to corroborate Whitney's testimony and submit to cross-examination by Colonel Thomas B. Felder, counsel for the defense.

Mr. Wise will appear at the trial to-morrow to explain the letter he wrote to Jeremiah O'Leary withdrawing as his counsel.

Jeremiah O'Leary was brought from the Tombs to the office of United States Marshal McCarthy yesterday afternoon, where he met his wife and four children for the first time since

his return from the West. After the reunion the family retired to Marshal McCarthy's private office and were left undisturbed for three hours. They had lunch together and when the children left, seemed happy.

While Jeremiah was in the marshal's office he met his brother John, who was brought down from the Tombs on a court order to confer with Colonel Campbell. They talked together for about ten minutes. It is believed the reunion was made possible because of the complaints of Jeremiah O'Leary on the witness stand that he had not been permitted to see his wife and children.

Last night at her home, 14 Jewel Terrace, Mrs. O'Leary refused to tell a reporter of her visit with her husband except to say:

"I do not think I should say anything. I am glad that I saw my husband and so are the children."

Mrs. O'Leary seemed very cheerful and well after her recent illness. It could not be learned whether she will be a witness for the defense to corroborate the testimony of Father Patrick O'Donnell, of the Church of St. Francis De Sales, who testified that he had visited her home with Jeremiah just before the latter left for the West.

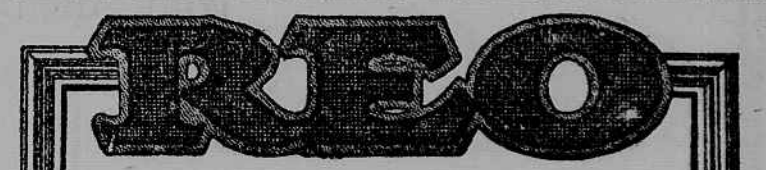
When the trial is resumed William Daly will be called to the stand to continue his testimony, which was not completed when court adjourned Friday. It is understood that John O'Leary will appear as a witness in his own defense and that his case will close before to-morrow night.

Archbishop Keane Dead

DUBUQUE, Iowa, June 22.—The Most Rev. John Joseph Keane, former rector of the Catholic University of America and retired Archbishop of Dubuque, died to-day. The funeral will be held next Wednesday.

He was seventy-nine years old. Archbishop Keane had been in failing health since his retirement, in 1911. He was one of the most prominent Catholic clergymen of the country, having founded the Catholic University at Washington. He held a high post at Rome for two years after several years' work at Washington.

He was installed as Archbishop of Dubuque in 1900, succeeding Archbishop John Hennessy, who died earlier in that year.



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